

**FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.**

[PRICE 6D.]





The council of the Institution of Civil Engineers have awarded the following Telford and Walker premiums:

*J. Brewster, for his papers on February Town, Harbours, Bartlett Harbour, a new gilling engine, and his experience for floating large stones for harbours' works. — A. Murray, for his paper on the construction and proper proportions of steam boilers. — A. C. Combs, for his paper on the perfection of iron girders. — J. Brewster, for his paper and drawings describing of the means of rendering large supplies of water available to man, of the Ac. — Jacob H. Smith, for his sketch of the Atlantic City Railway. — C. H. Gregory, for his paper on cutting cuttings and embankments. — Capt. W. S. Munroe, for his paper and drawings of the Avon Bridge, at Yewkesville. — T. Grosvenor, for his description and model of the straddling used in crossing the Western entrance. — C. Mosby, for the translation and arrangement of the history of the great cities of Hungary, and the description of the works of the Amsterdam and Rotterdam Canals; by the*

WASSER, FRANKLIN. In the Chester Corcoran, for his descriptions and drawings of the works of the Amsterdam and Rotterdam Railway.—J. J. Leslie, for his descriptions and drawings of the two low gates of the Montrose Docks.—J. G. Thompson, for his description and drawing of the tunnel in the Ashley cutting, Great Western Railway.—J. Timperley, for his account of the building of the Wallingford Railway, Leam.—G. W. Newman, for his description and drawing of a wrought-iron lattice bridge on the Dublin and Drogheda Railway.—W. Ellis, Jun., for his description and drawings of the London terminus of the Eastern Counties Railway.—A. J. Thorne, for his description and drawings of the hydraulic traversing frame, used on the Great Western Railway.—J. Furze, Esq., for his drawings and diagrams illustrating of numerous papers read at the meetings.

—The present state of steam-machinery on the following, as well as other subjects, for Vollebud and Walker premises.—The application of gunpowder as an instrument of engineering operations.—Experiments on water-wheels, steam-engines, and other machines, with the friction brake.—The design of a mine, exemplified by a statement of the actual condition of some of the coal-mines or mining districts of Great Britain.—The ventilation of coal-pits or mines in Great Britain or in foreign countries.—The construction of spiral and fan-blowing machines, and the power required to drive them, in relation to the pressure and volume of air delivered.—The smelting and manufacturing of cast-iron in Great Britain or in foreign countries.—The comparative advantages of iron and wood, or of both materials combined, as employed in the construction of steam-engines, with drawings and descriptions.—The results of the use of tubular boilers, and of steam at an increased pressure, for marine engines.—On the best application of the principle of expansion to the improvement of the steam-engine, with examples of the effect of such application, from actual experiment, and a description of the engine experimental room.—On the term "horse-power," as applied to steam-engines.—The determination of pressures, for ascertaining the degrees and the fluctuations of the temperature of the fluids of thermics, &c.

*Waco, Tex.—* W. P. Clark, May 9, 1876, in the shade.

The Secretary read a paper by Mr. Robert Thomsen, engineer, "On the Application of Combustion and Exhaust Steam Used by Farmers, with Remarks."

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or inhibition; the water may then flow within a state little inferior to the best in use for domestic purposes. Without entering into the merits of this plan, I consider the public certainly much indebted to Mr. Wigg, for the time and attention he appears to have bestowed upon the subject, which is so immediately affecting the health and improvement, not only of the metropolis, but of all large towns in the Kingdom.

It is remarkable, that though iron, and all engines and apparatus made of

are cheaper by than anywhere else, while labor, properly estimated, is not dearer, yet railways are made at a much smaller cost in other countries than in Britain. The two most important railways in France are the lines from Paris to Orleans, and Paris to Rouen. We have travelled on both and could not discover that they were in any respect inferior to our own great lines. Now, the former cost 24,000*l.* per mile; the latter, 34,000*l.* The three leading English lines—viz., the London and Birmingham, the Great Western, and the South Western, cost 47,000*l.* per mile; and the average cost of all the English passenger lines was 34,000*l.* The small state of Belgium has more than 300 miles of railway in operation. Some are single, but the double railways measure 975 miles; and the cost of construction of these, including stations and carrying establishment, was only 16,000*l.* per mile. Some of the lines pass over very narrow and difficult ground. The United States had 9200 miles of railway open in 1839. None of these cost more than 10,000*l.* per mile, and the average of the whole was only 2000*l.* It is true some of these are single, and others are of slight construction; but it is a startling fact, that the best American railways, which are said to be very *superior* to ours, are made at one-third of the expense.

Mr. Laing, from whom we have borrowed these details (Appendix to 6th Report), has analysed the elements of cost in seven of the English railways, of which the following is something like an average :—

	1957-58	1958-59
Parliamentary expenses	1,000	nothing
Law charges, engineering, and draughting	1,500	0
Land and outgoings	0	0
Railway works and stations	95,000	17,000
Carrying establishment	2,000	2,400
<b>Total</b>	<b>100,500</b>	<b>19,400</b>
Parliamentary expenses	nothing	nothing
Law charges, engineering, and draughting	0	0
Land and outgoings	0	0
Railway works and stations	10,000	10,000
Carrying establishment	0	0
<b>Total</b>	<b>10,000</b>	<b>10,000</b>

As part of the cases of expense of the British fleet over the continental is connected with the greater weight of the rails, and the greater amount of modification required at the stations. But, apart from these heads of charge, Mr. Loring estimates the additional value entailed on British railways by the forms and mode of proceeding they are subjected to at 27,000,000 per year. Whereas it has actually been much more. The parts of the railway that chiefly require the greatest benefit are the following:—First, the expense of meeting the bill through Parliament, which often amounts to 1000*l.* per mile. It is noticeable that a company should be compelled to pay 100 miles per centum to make a work like the London and North-western Railway, which is an inestimable public good to one half of the kingdom. Secondly, the low expense can hardly be increased by our burdensome stamp duties affecting the sale and transfer of land, and by the general continuance of our legal proceedings. Thirdly, what Mr. Loring says is strictly true, that companies are forced to make good sacrifices to purchase support or buy off opposition, and that they are made to give twice the value for their land, and to pay an extravagant sum in case of compensation. Unless expense, too, has often been incurred in the execution of railways, from the opposition of engineers to enter the works amongst all of their own class, by making all the parts unnecessarily strong or unnecessarily perfect.

## LONDON AND BIRMINGHAM RAILWAY.

...on Wednesday, the 11th inst., for extending the Worcester and Troy  
...to Worcester, and for other purposes. The meeting was well

was warmly attended. — Mr. CARR [the secretary] having read the advertisement, the CHAIRMAN [H. C. GERRARD] alluded to the meeting given at a former meeting to the Great North Eastern Railway, from Worcester, Tring to Boreham, and Oxford to Rugby. In respect to the proposal of extending the line from Tring to Worcester, there would be an addition to the former estimate of £100,000, of £50,000, making together a total amount of £150,000, for the railway. The estimated revenue from those various sources was £20,000, from which deducting 10 per cent. for expenses, there would be a net revenue of 18,000, which he thought would fully justify the guarantee of 4 per cent. as proposed. He alluded to the question of Lord Ward and his friends with much satisfaction, as giving evidence to the soundness of the project. The board had considered this matter as one of protection, but not with a view to an agreement towards the Great Northern Railway Company — on the contrary, they had offered shares to that company, though at that time an agreement had been come to between the companies. A revision was then moved, in the effect that this company do agree to accept a lien in perpetuity of the projected railway from Macclesfield, in the county of Cheshire, to Worcester, with lines to Rugby and Oxford, and also from Worcester to Dudley and Oxford, at a cost to be ascertained to 4 per cent. from the cost of construction, with an equal division of surplus profits between all the companies, and that the directors be authorized to carry on Parliament for that purpose. Mr. CARR read the motion. — Mr. MANNING mentioned that going on for north as Waterhouse would lead to doing the existing agreement between this and the Great Northern Companies, he asked for further information on this subject. — The CHAIRMAN said the motion was in doubt whether the Great Northern Company considered the movement of the 10 p. p. as accepted or not, so that he could not readily assent to the new proposition. It was the duty of this company to see that the new project did not emerge that part of the country; therefore, they had made no communication with the Great Northern Company, which he should be happy to see terminated by agreement. — After some words from Mr. PEARCE, Mr. MANNING, Mr. SHOOTER, and others, the motion was passed without opposition. — In reply to a proposition the CHAIRMAN said this company, as well as the Waterhouse and Birmingham, and Great Northern Companies, and an equal interest in the First Valley line, which was 10,000 acres for all projects. — Some discussion then took place respecting the 2 divisions from this company and the Great Northern Company, in relation to the Great Valley line, and other matters, which a vote of thanks was proposed and passed unanimously to the worthy chairman and directors, where the meeting terminated.

The Grand report, on November, the 2014 had - The chair having been

of the directors in the general meeting. The chairman (Mr. Wright) said the best agreement between the company and the committee of the proposed New York and Albany, the principal points of which were, that the Erie Railway Company should take a lease of the new line, at a rental of \$100,000, with an agreed division of the gross proceeds. The estimated cost of the new line was \$1,000,000, and the time for completion was fixed for five years from November, 1886.

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consequence which would now be obtained by the West Cornwall Company going to Parliament for a distinct new line.—The common seal was then ordered to be affixed to the agreement who expressed.—Mr. L. VIVIAN then moved, and Mr. DORRIS seconded, a vote of thanks to the worthy chairman, which was passed unanimously, and the meeting adjourned.

A special general meeting of the shareholders was held at Hunderland, co

may, for the purpose of authorizing the directors of the company to make application to Parliament for power to make an extension of the main line of their railway from the present terminus near the river Wear, in the township of Elvet Throby, to the town of Bishop Auckland; to construct a new branch line of railway from a point in the main line at Ashcliffe to the head of Old Elvet, in the city of Durham; to construct another new branch line of railway from a point in the main line near to Bloomfield Colliery, in the township of Pittington, Hallowthorpe, to join the Newcastle and Darlington Junction Railway at the Shorburn station; and to construct a new branch line of railway to Seaham Harbour; to make a more slighter junction of their Heaselwell branch railway; to construct and make certain deviations in the main line in order that these branches and the main line may be worked by locomotive power, instead of as at present by stationary engines; to make additional quays, wharfs, &c., at Sunderland Harbour; and, lastly, to obtain compulsory powers to purchase the five simple of all the lands over which the railway passed.—CHRISTOPHER BRANWELL, Esq., presided over the meeting, which was numerously and enthusiastically attended, and all the resolutions were unanimously carried.—Thanks were voted to the chairman and directors, for the zeal and interest they had shown in the company's welfare, when the meeting separated.

The annual meeting of this company was held at the office, in St. Mary-

was, on Friday, the 29th instant, and was fully attended.

Mr. CANNOWN moved that Sir JOHN CAMPBELL take the chair, which was agreed to unanimously.—The CHAIRMAN then requested Mr. ALLAN (the secretary) to read the advertisement.—The CHAIRMAN read the following report of the directors:—

At the close of the first year of the Company's operations, the directors have again the pleasure of meeting the proprietors, and submitting to them their Report on the operations of the company for the past half-year, together with the annual statement of accounts. During that period, questions of more than usual importance, affecting the permanent interests of the concern, have been under the consideration of the directors, and it is gratifying to them to report to the proprietors, that they have been able to settle the questions of the company, and to establish on a still firmer basis the permanent interests of the company.

The subjects to which the directors especially refer are, the extension of the Mail Service to and from India, as well as between Ceylon, Singapore, and Hong Kong; when, after a close investigation by the proper authorities, and a communication with this company, for some months, has been finally determined upon by her Majesty's Government; and the contract service already to have been taken by the directors, on which they may be expected to give satisfaction will prove remunerative to the company. It will be deemed as the duty of the directors, to have attempted to estimate the benefits to the mercantile body, and the general public, which must follow the opening up of this important line of communication, subsisting in its operations with a wide extent of British territory in the eastern hemisphere.

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that the transaction in the company, the Directors have been exceedingly in view the constant consideration of adding their work in freight lines in the Mediterranean, and with the Peninsular, by diverting back to them the business traffic routes provided for the service formerly made to which some exception either has been or may be made. A growing shipping traffic has for some time been developing itself in the commerce of India and other valuable products from Southern India, and which, in the absence of the Peninsular, would have been lost to the Company's commerce, has now, through the Marine, and transhipped from the Company's vessels at the Cape of Good Hope. The attempt was also made to open the line to and from China, Canton and Hong Kong, by occasional vessels, but it was early ascertained that the freight to the ports of China was almost insupportable, chiefly with England. The Directors also felt the importance of securing this line, especially with a view to strengthening the position of the Peninsular and Oriental Steam Company, and thereby to insure the continuance of the Marine's Government in the marine and commercial service of the country, and to secure the business of the East India Company's ships. The Company's steamship Singapore was launched, and secured other important improvements, at an expenditure of £1,800. Improved and trading profits, as well as to render her in every respect a good efficient vessel, of great carrying capacity, and, in conjunction with the Queen of Sheba, a regular service line of steam communication will be established with the Levant, both direct and indirectly by freight. The valuable commercial trade between India and British possessions, and all the other lines afford a permanent return on the investment.

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the drastically weaker and unbalanced to the maximum, showing the small the past year's trading, and also the position of the market within, viewed in the light of the differences being either for the higher volatility in the projections, the economic standing both the low and high level. The low level, the first initial profits of the economic were stated as a 1964 5 3 which was a low level of the economic and a low level of the economic trading level, and also, after trading, a 1964 was shown also, and for all years were effective, and among other trading elements.

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new film was to be destroyed by hand (page 6).  
 entered in Serial 1, page 1000  
 The film is to be destroyed in July, 1964.  
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1. The Government of India has decided to grant a 10% increase in the salaries of the members of the Council of Ministers, who are also members of the Legislature, from Rs. 10,000 to Rs. 11,000 per month. This increase is subject to the approval of the Parliament.







**EASTERN COUNTIES RAILWAY COMPANY**  
 EXTERIOR TO

which, with the death of Khrushchev, it constitutes an opportunity to realize the country's intentions. But this is complicated because the foreign situation of Uzbekistan and the general agricultural and trading situation of the United Kingdom, taking account the advantages of oil in production of Uzbekistan, according to the last estimate, was about 15,000, of which, about 12,000, and that of the zone district on the left, approximately 3,000. In the case of the machine, interest in oilfield on the zone 25,000.

To account interest of Uzbekistan and other states in the general situation and international situation the idea of economic cooperation by the Uzbekistan and Soviet Republics, with the intention of a revival of the Soviet-American relations. However, that is a primary a very long work. Development of the situation, however, is the case of Uzbekistan and Turkmenistan, the results will almost certainly improve. The general conditions of the two countries, however, to that end require the political, because the political results do not as yet have any serious effect with, and



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SYSTEM & IMPLEMENTATION

### COMPRESSED AIR LOCOMOTIVE AT LOW PRESSURES.

**THEORETICAL GOLD MINES.**—Again continually pronounced mines of gold in regular veins, especially in the province of Asturias; but the richness of the American mines has made them be neglected. The Yago, and some other streams of that country, were said to yield our golden sands. Fewer contains an extractable gold mines; but it presents in several of the rivers twelfth-century sands. There are some gold mines in Finland, particularly the veins of southern part of Malmberg, at the foot of Meän-Rön, lying in a succession of gorges, and although they do not contain 10 or 15 lbs. of gold in a hundred weight, they have long attracted the eyes of workers there. On the southern slope of the Pannin Alps, near the Rindling and Meän-Rön river to the valley of Åre, several enormous diamonds and stony pieces. Such are the famous Emmen, which has yielded much gold by washing; the Örn, in the passage from the Pust to the Po; the golden ground over which little clear runs for several miles, and the hills in the neighborhood of Châtina contain gold enough to considerable quantity. In the country of Wukien, in India, a continuous and inexhaustible sand was discovered not long ago, containing many particles of gold, with pebbles or small pieces, one of which weighed 22 oz.; per ton there 1000 oz. of gold were collected. There are some mine fields in some parts of Switzerland, as the Saane and Aar. In France, some are mines of gold to extract, except in the territory of Salzburg, and the choice of a mountain which separates the Tyrol and Carinthia.—Dr. C. —As far as we are informed is concerned, Dr. C. has pronounced but little knowledge, if we are to judge from this extract from his work. 1

## ENGLISH MINES

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**YOUNG GEORGE.**—Mr. H. Haydon, of Ashby Priors, Leicestershire, has been prosecuted by the owner of the land, for paying his sons pocket-money of money. During a protracted examination, it was alleged that the parties with which he was engaged, had not, fully of an intention, but charged a much higher price than the others.



## CURRENT PRICES OF STOCKS AND SHARES.

STOCK EXCHANGE, Saturday morning, 7th October.	
Consolidated, 100	100
Consolidated, 100	100
Consolidated, 100	100
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NOTE OF EXCHANGE.—An account, prepared by the Act 7 and 8, 1844, for the week ending on Saturday, 7th, 1884.

Consolidated, 100	100
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## SALE OF COPPER ORES IN CORNWALL.

Sampled Nov. 13, and sold at Peard's Hotel, Truro, Nov. 26.

Miner.	Tons.	Price.	Purchaser.	Miner.	Tons.	Price.	Purchaser.
Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100
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Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100

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## PRICES OF COPPER ORES.

Miner.	Tons.	Price.	Purchaser.	Miner.	Tons.	Price.	Purchaser.
Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100
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## COMPANIES BY WHICH THE ORES WERE PURCHASED.

Miner.	Tons.	Price.	Purchaser.	Miner.	Tons.	Price.	Purchaser.
Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100
Consolidated	100	100	Consolidated	100	100	Consolidated	100

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## RAILWAY SHARE LIST AND TRAFFIC RETURNS.

Line.	Agst. 1884.	Present cost.	Per cent. on value.	Last week's return.	Last week's return.
London and North Western	100	100	100	100	100
Great Northern	100	100	100	100	100
Great Eastern	100	100	100	100	100
London and South Western	100	100	100	100	100
London and Brighton	100	100	100	100	100
London and Chatham	100	100	100	100	100
London and Dover	100	100	100	100	100
London and Fenchurch	100	100	100	100	100
London and Greenwich	100	100	100	100	100
London and Harlow	100	100	100	100	100
London and Ipswich	100	100	100	100	100
London and Leamington	100	100	100	100	100
London and Leicester	100	100	100	100	100
London and Liverpool	100	100	100	100	100
London and Manchester	100	100	100	100	100
London and Middlesbrough	100	100	100	100	100
London and Newcastle	100	100	100	100	100
London and Northampton	100	100	100	100	100
London and Oxford	100	100	100	100	100
London and Peterborough	100	100	100	100	100
London and Plymouth	100	100	100	100	100
London and Reading	100	100	100	100	100
London and Southampton	100	100	100	100	100
London and Tyneside	100	100	100	100	100
London and Wakefield	100	100	100	100	100
London and Worcester	100	100	100	100	100
London and York	100	100	100	100	100